

StreetsLA's "ADAPT" program and the 2035 Mobility Plan

TO: Seleta Reynolds, General Manager, LADOT
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Eric Garcetti, Mayor, City of Los Angeles
Councilmember _____

Whereas emissions from cars are the largest contributor to poor air quality and climate change in Los Angeles;

Whereas Los Angeles has one of the highest rates of childhood asthma in the country and gridlock costs our economy \$19 billion per year;

Whereas the average Angelino spends 168 hours per year stuck in traffic;

Whereas the Los Angeles City Council adopted a "2035 Mobility Plan" in 2015;

Whereas the City's normal modus operandi is to implement street reconfigurations (such as adding bike or bus lanes) while repaving a street;

Whereas COVID-19 has resulted in a dramatic reduction of vehicle traffic in Los Angeles;

Whereas the Bureau of Street Services (StreetsLA) has chosen to take advantage of the drop in vehicle traffic to accelerate the repaving of major streets in the City through the "ADAPT" program;

Whereas the Los Angeles Department of Transportation (LADOT) has responsibility to stripe the street and therefore choose how the space it used;

Whereas LADOT is responsible for community outreach and generating the necessary political will to make changes to our streets (such as implementing bus or bike lanes);

Whereas LADOT cannot keep up with the pace ADAPT is moving, resulting in streets on the Mobility Plan being repaved without the plan being implemented;

Whereas it is inexpensive and unrealistic during austerity that the City will go back and add bus or bike lanes to streets that were recently striped before they have to be repaved again (potentially in decades);

Whereas Mayor Eric Garcetti issued Executive Directive on February 10, 2020, instructing city departments to “deliver more and better bus transit” “activate streets” with more active transportation options and “prioritize the Right-of-Way” fulfilling commitments under L.A.’s Green New Deal;

Whereas bike lanes could provide a post COVID-19 alternative to people fearful of transit;

Whereas bus lanes could provide a post COVID-19 alternative to crowded buses;

Whereas a comprehensive bus lane and bike lane network could dramatically reduce single occupancy vehicle use and traffic congestion;

Whereas post COVID-19 transit riders that can afford to may opt to buy cars for fear of getting sick, with no good alternative available to them;

Whereas Los Angeles’ streets cannot support the vehicle traffic volume even at today’s car ownership rates;

Therefore be it resolved that the Hollywood United Neighborhood Council requests that the City implement the 2035 Mobility Plan (including any bus or bike lanes as specified in the plan) when repaving streets under the ADAPT program (and after the ADAPT program), delay such repaving until such a time that the 2035 Mobility Plan can be implemented, or restripe with paint instead of thermoplastic so changes to the striping can be easily made.